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CLASSIFICATION SECRET-CONTROL/US OFFICIALS ONLY		
COUNTRY	Germany (Soviet Zone)	REPORT NO.
TOPIC Jueterbog-Altes Lager Airfield		
25X1 EVALUATION	PLACE OBTAINED	25X1
25X1 DATE OF CONTENT		
25X1 DATE OBTAINED		DATE PREPARED 7 March 1951
REFERENCES		
PAGES	3	ENCLOSURES (NO. & TYPE)
REMARKS		

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1. On 3 February 1951 aircraft observed at the Jueterbog-Altes Lager (N 52/E 69) airfield included: 36 twin-engine low-wing monoplanes parked in four parallel rows at the northeastern edge of the field; two twin-engine semi-high-wing monoplanes parked at the eastern edge of the field; 25 to 30 IL-10s parked in front of the hangars in addition to four to six biplanes parked at the northeastern corner of the field. (1)
2. Description of aircraft:
 - a. The twin-engine low-wing monoplanes were fitted with in-line engines, three-bladed propellers, two-seater cockpits, retractable tail wheels and landing gears retracting into the engine nacelles, double rudder assemblies and elevator assemblies with dihedral. The front section of the cabin on each plane was provided with a rod 80 cm high from which two dipoles projected to the front. The noses, cabins, and engines of the planes were covered with tarpaulins. One aircraft which was not covered with a tarpaulin did not have a plexiglass nose. The nose had four apertures for aircraft cannon of about 20 mm. The upper part of the plane was painted green-grey, the under side blue, while the propeller hubs were red, blue, white, or not painted. (2)
 - b. The twin-engine semi-high-wing monoplanes were fitted with two suspended radial engines and three-bladed propellers. They had gull wings, a double rudder assembly, a nose wheel, and a plexiglass nose fitted with a bubble on top of it. These planes may have been of U.S. origin. (3)
 - c. The IL-10s were fitted with in-line engines and had a fixed tail wheel and a landing gear retracting rearward. They also had a cabin for a crew of two. A radio mast was fitted at the front section of the cabin in addition to a directional loop antenna forward of the rudder assembly. The upper part of the plane was painted green, the under side blue.

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Document No. 2

No Change in Class. ☐☐ Declassified

Class. Changed To: TS S C

Approved For Release 2006/02/06 : CIA-RDP82-00457R007300100002-2

Date: 030777

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2

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- d. The biplanes were fitted with braced rectangular wings and two open cockpits in tandem. They were also fitted with an open radial engine and two-bladed propellers. The aircraft were painted green.
3. There was flying with IL-10s from 10:30 a.m. to 2:45 p.m. in good weather. Groups of seven aircraft took off at intervals of 15 to 30 seconds. A total of three flights of seven aircraft each were aloft. Formation flying was being practiced. The aircraft landed individually.
4. From 200 to 250 fuel drums and three large containers, two of them 5 meters long and 3 meters in diameter, the third 4 meters long and 3 meters in diameter, were observed at the fuel dump in the southwestern corner of the field. The containers were not dug in.
5. There was no change in the status of the radio installations. A radio installation with four masts was seen at the southern edge of the field; a single radio tower in the northwestern section of the field, and a rod antenna 3 meters high on a temporary building east of the runway. Runway lights were not seen.
6. Trucks [redacted] were seen at the entrance of the installation. [redacted] the field was occupied by a new unit on 29 and 30 January. The aircraft had arrived in squadron formation. [redacted] jet fighters with pronounced sweep in the wings had frequently been seen taking off from the field. (4)
7. On 8 February, 45 twin-engine low-wing monoplanes were seen at the field. (5) Three single-engine low-wing monoplanes took off. A total of 45 railroad cars, including 28 boxcars loaded with furniture, the remainder flatcars loaded with 5 to 6-ton trucks, boxes and furniture, were seen on the southern spur track. The railroad cars apparently were to be unloaded at the field.
8. Aircraft observed at the field on 6 February, included 40 to 45 twin-engine low-wing monoplanes with suspended in-line engines and double rudder assemblies in addition to three or four IL-10s and four or five biplanes. The doors of the hangars were closed. There was no flying from 10:30 a.m. to 12:30 p.m.
9. By means of a prismatic compass which had a graduation from 0 to 640 it was ascertained that the runway pointed to compass point 140. (6) The eastern end of the runway was about 250 meters from the railroad line. No km markers were seen along the railroad track.
10. From 10:30 a.m. to noon on 8 February, it was observed that the twin-engine planes seen on the previous day were still parked on the same site. Three IL-10s taxied to the take-off point from the two western hangars, the interior of which could not be observed. The planes [redacted] took off at 10:40 a.m. The twin-engine aircraft with nose wheels seen at the field on 3 February, were no longer there.
11. A train of 45 cars was seen on the southern spur track. About 10:45 a.m. this train proceeded to the airfield quarters. It is believed that the train was unloaded there. The train was composed of 28 boxcars loaded with furniture and 10 to 15 soldiers wearing blue epaulets, in addition to 17 gondola cars, which were loaded with trucks, two radio trucks, two fuel containers, boxes, and furniture. Passenger car [redacted] occupied

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3

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by two air force officers with luggage entered the field. Four containers, each about 4 meters long and 2 meters in diameter, were being installed in the fuel dump in the southeastern corner of the landing field.

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Comments

- (1) The reported occupation of the field indicates that a bomber regiment, which was transferred from Werneuchen, and a ground attack regiment were stationed in Jueterbog. The other ground attack regiment previously observed in Jueterbog is at the present time in Staaken.
- (2) PE-2s.
- (3) Possibly M-25s. To date, aircraft of this type were not observed in the Soviet Zone of Germany. These planes may be used as transports or trainers.
- (4) No jet aircraft are believed to be stationed in Jueterbog. However, it is possible that individual jet planes were temporarily stationed at the field.
- (5) [] indicates that the bomber regiment was equipped with at least 45 PE-2s. The aircraft of the ground attack regiment were probably in the hangars.
- (6) [] the newly concrete runway runs in the direction of compass point 280° to 285°.

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